

Principles for
Active Living and Complete Streets
For Long Beach General Plan Update -- Long Beach 2030



City of Long Beach
Department of Development Services | **Planning Bureau**
June 2011



Community Process

- ❖ Fall 2009 & Winter 2010 Neighborhood Association Community Meetings
- ❖ Fall 2010 Planning Commission Study Sessions
- ❖ Winter 2011 Bicycle Master Plan Public Workshops
- ❖ Results: 10 planning principles for active living and “complete streets”, to be woven throughout the update of the LB2030

Intent of this Document

- ❖ To Express a Significant Shift in Policy for the Use of the Public Rights-of-Way
- ❖ To Provide Policy Direction for the General Plan Update from Policy-Makers
- ❖ To Fulfill the Obligations of the PLACE grant

❖ Balance the Needs of All Modes of Travel



“...the City will provide for the accommodation of all public rights-of-way users, where all modes of travel are considered equally...”

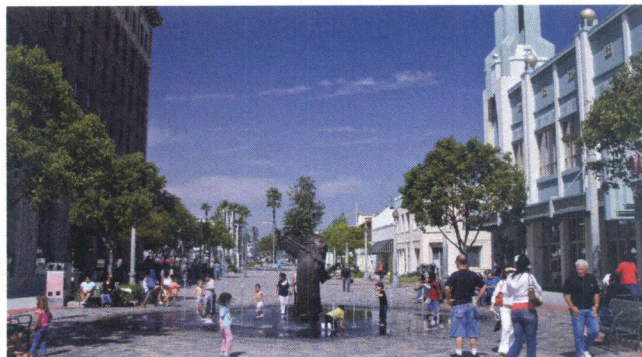
❖ Promote Bicycling



“...a safe and effective bicycling experience can really make a community enjoyable and enhances our quality of life.”

❖ Promote Walking

“... Long Beach’s streets are part of its open space and recreation network and that walking should be a fun, healthful, everyday activity.”



❖ Promote Transit

“... Transit directly supports a healthy pedestrian and built environment by providing a means of expanding the area able to be accessed by pedestrians”



❖ Create Dynamic and Context Sensitive Streets

“...Streets should be designed and managed to support the places and neighborhoods they serve and to balance the needs of everyone who travels along them.”

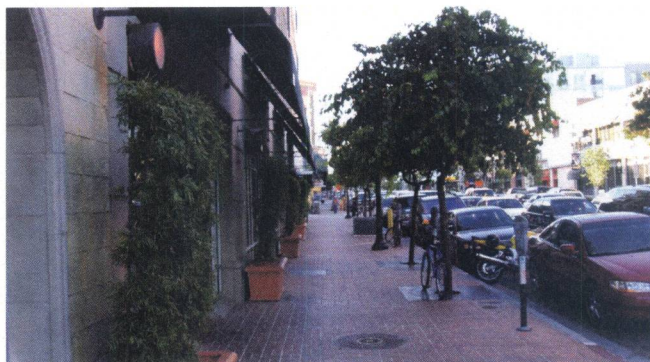


❖ Protect and Enhance the Environment



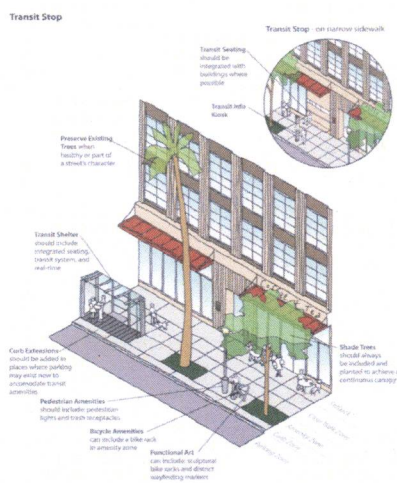
“... To protect the environment with better street and parking lot designs, the City encourages the use of permeable surfaces to reduce rainwater and urban runoff through the City’s storm drain system.”

❖ Support Healthy and Active Neighborhoods

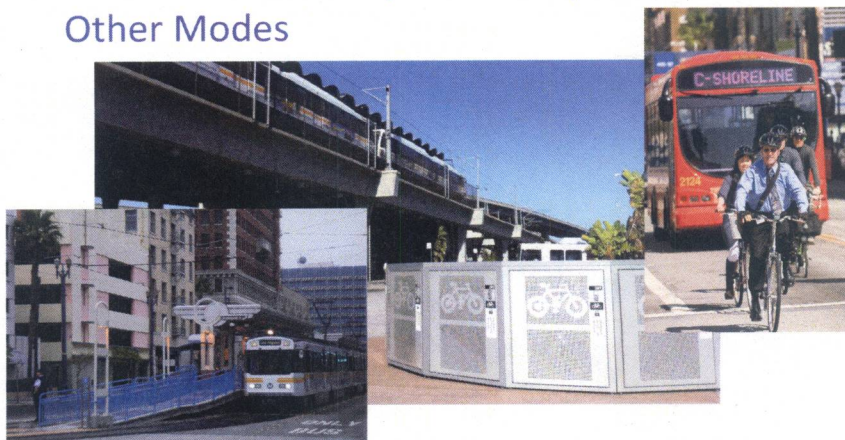


“...Ensure that daily destinations are within a walkable or bikeable distance, blight is minimized and residents have access to healthy foods and safe places to create and congregate.”

❖ Create Transit-Oriented Developments



❖ Ensure Connectivity to Activity Centers and Other Modes



“... The key to achieving a functional multi-modal transportation system is providing efficient connections between different modes..”

❖ Maximize Public Return on Mobility Investments



“... investing in transportation improvements – including operational improvements – that support the the safety and general welfare of our residents.”

Works in Progress

❖ Bicycle Facilities Vision Map

- Define short, mid and long range improvements
- Include recommendations in Mobility Element

❖ Metro Blue Line Bike & Pedestrian Access Plan

- Completed walk audit for 9 Metro blue Line Stations
- Include recommendations in LB2030

